

# Washington State Freight Mobility Plan: State Truck Freight Economic Corridors

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# Why are we developing the Washington State Freight Mobility Plan now?

## **Washington State's economic recovery depends on stronger freight systems:**

- \$37 million of freight moves on Washington roadways every hour of every day.
- Washington's freight transportation network supported 1.46 million jobs in freight-dependent industries that produced \$129 billion in regional domestic product in 2010.
- Washington is one of the top five most trade dependent states in the nation, with \$111.5 billion in exports in 2011.

## **Policy basis for the State Freight Plan:**

- State law requires the Washington State Department of Transportation (WSDOT) to develop a State Freight Mobility Plan; please see RCW 47-06-045.
- The Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) Act encourages states to prepare freight plans and provides direction for elements of the plan. Under Section 1116, the Secretary may increase the federal share payable for eligible freight projects in State Freight Plans.

# Washington State Freight Mobility Plan

## Goals:

The Washington State Freight Mobility Plan will develop and prioritize freight transportation system improvement strategies that support and enhance trade and sustainable economic growth, safety, the environment, and goods delivery needs in the state.

Through the State Freight Plan, the Washington State Department of Transportation (WSDOT) will:

- Meet federal MAP-21 guidance for State Freight Plans.
- Make a strong case for funding Washington state's freight priority projects in future federal and state transportation budget bills and programs.
- Guide capital and operating investments in the state's freight systems.

## Objectives:

- Urban goods movement systems that support jobs, the economy, and clean air for all, and provide goods delivery to residents and businesses.
- Washington's competitive position as a Global Gateway to the nation, and the state and national Export Initiatives.
- Rural economies' farm-to-market, manufacturing and resource industry sectors

# The Washington State Freight Plan

## Key New Deliverables

The Washington State Freight Plan has:

1. **Identified the Washington State Freight Economic Corridors.**
2. Integrated freight elements of other state transportation plans into one multi-modal freight plan. For example the Freight Plan will include the freight rail system analysis, needs and recommendations recently developed in the Washington State Rail Plan.
3. Set measurable freight performance goals for the State Truck and Waterway Freight Economic Corridors.
4. Developed and tested methods to analyze the economic impacts of truck freight improvements on highways.
5. Systematically analyzed current performance gaps and needs on highways in State Truck Freight Economic Corridors.
6. Developed a new process to include Tribal, Metropolitan Planning Organization (MPO), Regional Transportation Planning Organization (RTPO), port and state freight strategies to improve performance on the Washington State Economic Freight Corridors in the Plan.

# Identifying the Washington State Truck Freight Economic Corridors

WSDOT worked with three State Freight Plan Technical Teams; Tribes; every MPO and RTPO technical committee in the state; many cities, counties and ports, and the Washington State Freight Advisory Committee to define the elements of the State Truck Freight Economic Corridors:

1. High volume, based on the State Freight Goods and Transportation System (FGTS):
  - T-1 corridors carrying more than 10 million tons per year
  - T-2 corridors carrying 4 to 10 million tons per year
2. Resiliency detours for very high-volume truck freight corridors subject to closure, and
3. First or last mile connector routes from high-volume freight corridors to freight-intensive land use such as industrial-zoned land, agricultural processing centers, intermodal and military facilities.

Detailed maps of the Washington State Freight Economic Corridors may be found at <http://www.wsdot.wa.gov/Freight/EconCorridors.htm>

# Identification of the State's First and Last Mile Truck Connector Routes

The Freight Plan Technical Teams also developed connectivity criteria to identify lower-volume truck routes that should be included in the Truck Freight Economic Corridors to ensure that freight-intensive land uses are connected to high volume routes. The criteria for first/last mile truck routes are:

- Statewide:
  - To-and-from T-1 and T-2 truck routes and strategic U.S. defense facilities.
  - Over-dimensional truck freight routes that connect the state's significant intermodal facilities to the T-1 and T-2 highway system.
- In urban areas:
  - To-and-from the Interstate system and the (1) closest major airport with air freight service, (2) marine terminals, ports, barge loaders and other intermodal facilities, and (3) warehouse/industrial lands.
  - From high-volume urban freight intermodal facilities to other urban intermodal facilities.
- In rural areas:
  - To-and-from state freight hubs located within five miles of T-1 and T-2 highways; freight hubs are defined as: (1) agricultural processing centers, (2) distribution centers, (3) intermodal facilities, and (4) industrial/commercial zoned land.
  - Routes that carry 1 million tons for four consecutive months of the year (reflecting seasonality) of agricultural, timber or other resource industry sector products.

# Washington state economic rail corridors



Source: WSDOT Freight Systems Division – 2012 Freight Rail Data.

# Washington state economic waterway corridors



**We're very interested in your feedback.**

**Questions?**

For more information, please contact:

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Washington State Freight Mobility Plan website:

<http://www.wsdot.wa.gov/Freight/freightmobilityplan>

